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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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25 YEAR RE-REVIEW

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COUNTRY Rumania

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SUBJECT SOVROMTRANSPORT Merchant Ships

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- A. 1. Name: MS FRIEDRICH ENGELS 2. Type: Cargo 3. Tonnage or load: c. 5,000 tn. 25X1
4. Age: Built 1930 in Leningrad 5. Speed: 7 to 8 knots in good weather.
6. Engines and Screws: Single-screw (MAN), 1,600 hp., double-stroke engine repaired in Constanta in 1952.
7. Holds: 5 holds with twin decks. 8. Winches and Cranes: All electrically driven; holds #3 and #4 had 5-tn. winches and two Jumbo derricks of 20 tn. each; remaining holds had 3-tn. winches.
9. Navigation Instruments: Sperry gyrocompass, submerged log, Mackay direction finder, and degaussing coil with correction coils for compasses.
10. Life-saving Apparatus: Two lifeboats each with a capacity of 45 persons; portable radio transmitters.
11. Ports: 12. Crew: Usually 35. 25X1
13. Captain: Virgil GHEORGHIU.1.
14. Gun Mountings: None. 25X1

- B. 1. Name: SS PLEHANOV 2. Type: Cargo 3. Tonnage or load: c. 4,500 tn.
4. Age: Built 1900 5. Speed: 7 knots in good weather. 25X1
6. Engines and screws: Steam-driven engine with triple expansion; 1,200 hp. coal-burning.
7. Holds: 4 holds with twin decks. 8. Winches and cranes: Steam-driven winches of 3 tn. each
9. Navigation Instruments: Magnetic compass, sounding machine, and a Redifon direction finder.
10. Life-saving apparatus: Two large and two small lifeboats; no lifeboat transmitter, projector, or motorboat.
11. Ports: July 1954, allowed to sail only in the Black Sea since 25X1
12. Crew: 45 13. Captain: Constantin COTET.1. 14. Gun Mountings: none 25X1
15. Remarks: A very old ship with bad stability; very difficult to load as it had too many supports in the holds.

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- C. 1. Name: SS DIMITROV 2. Type: Cargo 3. Tonnage or load: c.4,500 tn.
4. Age: c. 1920 5. Speed: about 8 knots in good weather.
6. Engines and screws: Steam-driven engine; oil-burning. 7. Holds:
possibly 5
with twin
decks.
8. Winches and cranes: Steam-driven. 9. Navigation Instruments:
Magnetic compass; direction
finder was defective; no
radar or gyrocompass.
10. Life-saving apparatus: Details unknown. 11. Ports: 25X1
12. Crew: About 35.
13. Captain: No captain a/o June 1954.
14. Gun Mountings: None 15. Remarks: Undergoing general
repair in Constanta.

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- D. 1. Name: SS BEREZINA 2. Type: Cargo 3. Tonnage or load: 3,500 to
4,000 tn.
4. Age: it was built in 1926 25X1
5. Speed: 8-9 knots in good weather.
6. Engines and screws: Steam-driven engine; formerly coal-burning.
7. Holds: Four. 8. Winches and cranes: Steam-driven.
9. Navigation Instruments: A direction-finder and a Soviet-made gyro-
compass which is out of order because of
missing parts. 25X1
10. Life-saving Apparatus: Unknown. 11. Ports: 25X1
12. Crew: Due to engine modifications, the crew is probably now about 35.
13. Captain: Titus STANESCU (July 1954) 14. Gun Mountings: Two observed
on each side, aft of the
funnel.
15. Remarks: After completion of general repairs the ship 25X1
will have complete hull repairs in Constanta.

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- E.& F. 1. Name: MS MANGALIA
MS CONSTANTA 2. Type: Both Cargo 3. Tonnage or load:
c.450 tn. each.
4. Age: Both built 1951 in Budapest 5. Speed: 8-9 knots each in
good weather
6. Engines and screws: [] Diesel engines, about 600 hp.; one 25X1
ship has right side turning engine, the other
left side.
7. Holds: Two each 8. Winches and cranes: Electrically-driven,
1.5 tn. each.
9. Navigation Instruments: Both had magnetic compasses, []
sounding machines, and [] direction 25X1
finders.
10. Life-saving apparatus: Two life boats each.
11. Ports: Black Sea [] 25X1
12. Crew: 22 each. 13. Captains: MANGALIA: [] 14. Gun Mountings: 25X1
CONSTANTA:
May-July 1952 - Ion ANGELESCU
15. Remarks: Sister ships; have no double bottom.

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- G.& H. 1. Name: MS MIDIA
MS SULINA 2. Type: Both Cargo 3. Tonnage or load:
450 tn. each.
4. Age: Both built 1951 [] 25X1
5. Speed: 8-9 knots each in good weather.
6. Engines and screws: Both have Diesel engines. 7. Holds: 2 each
8. Winches and cranes: Electrically-driven, 1.5 tn. each.
9. Navigation Instruments: Both had magnetic compasses and a [] 25X1
direction finder.
10. Life-saving apparatus: Two life boats each.
11. Ports: Black Sea [] 25X1
12. Crew: 22 each.
13. Captains: MIDIA: Adrian SERESCU.¹ 14. Gun Mountings: None.
SULINA: Unknown.
15. Remarks: Sister ships; have no double bottom. These two ships
have stronger hulls than those of the MANGALIA and
CONSTANTA. The captains of these ships were subject
to frequent change.

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- I. 1. Name: SS ARDEAL 2. Type: Cargo and passenger 3. Tonnage or load: c. 7,000 tn.; cabins for 60 persons
4. Age: Bought [] before World War II. 5. Speed: About 10 knots. 25X1
6. Engines and screws: Steam-driven engine and two small turbines to increase the speed by one knot.
7. Holds: Twin decks and shelter decks. 8. Winches and cranes: All winches were steam-driven.
9. Navigation Instruments: A [] gyrocompass, submerged log and an [] direction finder. 25X1
10. Life-saving apparatus: No portable radio transmitter or motorboat.
11. Ports: [], Rumania, Poland, Red Sea ports, [] and Murmansk. This ship was one of the best Rumanian cargo ships together with the FRIEDRICH ENGELS and DIMITROV, sailing in the Atlantic. 25X1
12. Crew: about 50. 13. Captain: Ilie DROCAN¹. 14. Gun Mountings: Unknown
15. Remarks: In spring 1954, was being repaired in Constanta because its submerged log was damaged at Elba.

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- J. 1. Name: MS TRANSILVANIA 2. Type: Passenger 3. Tonnage or load: 540 passengers.
- Age: []
4. Built in 1938 [] 25X1
5. Speed: 20 knots usually that could possibly be increased up to 21.5.
6. Engines and screws: Twin screw, two Diesel engines up to 12,000 hp., which in emergencies could be increased up to 14,500 hp.
7. Holds: Four holds, no twin deck, one refrigerating hold with a capacity for about 50 tn. of meat or other foods.
8. Winches and cranes: All electrically driven; derricks for holds #1 and #4; cranes for holds #2 and #3.
9. Navigation Instruments: No radar or gyro compass; used magnetic compass; fitted with an [] direction finder 25X1
electrical sounding equipment was defective.
10. Life-saving apparatus: Eight lifeboats with a capacity of 78 persons, one yawl, and one motorboat; no portable radio equipment. It was anticipated that the radio lifeboat transmitter from the DIMITROV would be given to the TRANSILVANIA.
11. Ports: 1950-52, regular trips from Constanta to []
[] From 1952 to present, sails from Constanta to Odessa, Varna (now Stalin), Bulgaria, and Durres, Albania, with passengers, mail, and cargo. 25X1

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12. Crew: 1950-52: c. 130; since 1952: c. 70.

13. Captain: Gheorghe POPESCU¹.

14. Gun Mountings: Four screened gun mountings near holds #2 and #3 which were covered with wood.

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15. Remarks: This ship was scheduled for general repairs [redacted] in 1955 because of lack of parts in Rumania. While transporting [redacted] up to 1,000 passengers were accommodated. Minor repairs on the ship were done by the crew. There were four classes: first, second, and third, as well as a luxury class. Fares were considered high as compared to comparable ships of other countries.

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